PROGRAMME OF SPORTS TO-DAY.

RACING.—Coney Island Jockey Club, Sheepshead Bay, 2:30 p. m. ROWING.—Intercollegiate regatta, fresh-man races, Cornell, Columbia and Pennsyl-vania, Poughkeepsie, 4:30 p. m.

LAWN TENNIS.—Metropolitan champion-ships, West Side Club, New-York; invitation tournament, Neighborhood Club, West Newton. Mass.

BASEBALL.-Williams against Amherst,

READY FOR THE RACES.

COLLEGE CONTESTS ON THE HUDSON TO REGIN TO-DAY.

TEN CREWS TO TAKE PART IN THE REGATTA-WORK OF THE VARIOUS OARSMEN AND

THEIR CHANCES FOR VICTORY. There is going to be some desperate racing in the college regatta that is scheduled to take place on the Hudson at Poughkeepsie to-day and to-morrow. And the struggles of the sturdy oarsmen will be made worth going far to see.

American oarsmen have no regatta that corresponds to the English Henley, at which the leading amateur crews of Great Britain compete for several days in short-distance races. But the races to-day and to-morrow will correspond more nearly to Henley than anything else that will be held this year, for no less than seven eight-oared crews will nd their backs to the struggie, while three fourcared boats will also race. Four universities will he represented, and they have sent to the Hudson the choicest representatives of their brawn and Large crowds are expected to go up the Butson to-day for the races, but far more will make the journey to-morrow, when the big 'varsity which is the chief object of interest, will be

PROGRAMME OF THE RACES.

There will be in all three races, all to be rowed fown stream on the ebb tide. The first will be sternoon at 4 o'clock, when the four-oared Cornell. Columbia and Pennsylvania will ubstitutes for each of the 'varsity boats. m. to-day the eight-oared freshman crews of the same three universities will race, immediately eight-cared 'varsity struggle will be rowed at 5:30 to-morrow. Observation trains for all three races will be run along the line of the West Shore Railroad, which follows the course close to the edge for the entire four miles. The only may not interfere with the rowing of the races or schedule time. Poughkeepsie, on the east side of the river, is a pretty little city, but has not acmmodations for several thousand people overnight, should it become necessary to postpone any race till the next day. In 1895, and again in 1897 there were some vexatious postponements, and in one year a couple of the 'varsity shells were sunk from this difficulty, the course at Pough-

ceepsic is an ideal one. The water stretches away n an unbroken sweep for four miles, without turn or twist, while the prospect is a delightful one with the green banks on either side of the gleamg river and the dim, blue walls of the Catskill Mountains lying far to the west. The course has been surveyed and flagged with unusual care this year, and the utmost caution will be taken to precent any interference in the race by ordinary river craft. At about the three-mile point the Poughkeepsie Bridge, high in air, crosses the river and the race course, and this is sure to be lined with eager watchers for the crews as they come speeding

WHO WILL BE THE VICTOR?

As to the probable outcome of the 'varsity race in www. will row, it has been extraordinarily difficult this season to secure data upon which to base a prediction, for the reason that the last week of practice has been so han once or twice have the crews had a chance to day's practice, and their form remains a good deal of an unknown quantity. Pennsylvania was certainly the furthest advanced in form and probably in speed when the crews came to the Hudson, and reports tell of a speedy time row that the Quakers made over the four miles on Saturday. Six out of the eight Pennsylvania consmen sat in the boat which won the three-mile race at Saratoga last year, and the other two are the pick of last year's freshman boat. So Pennsylvania certainly had the beat of material to work with. Coach Ellis Ward has had his men rowing together for months, and it is not strange that the Quakers should figure themse, we out as having the best chance for victory. The greatest defect in the boat is in the weakness of the tich. The carsmen do not get that flerce grip on the water that is generally characteristic of very fast crews, but depend greatly upon the leg drive. Coach Ward has developed this part of the stroke more strongly than it is shown by any other crew on the Hudson or the Thames to-day. But the boat checks a triffe after each siroke, and the sum of these little checks in a four mile race might amount to boat-lengths.

FORM OF OTHER CREWS. good deal of an unknown quantity. Pennsylvan

FORM OF OTHER CREWS.

However excellent "Pennsy's" chance for first place may appear, many who have watched the work front when the finish line is reached. Coach Courtney has been heard more than once this spring to declare himself as dissatisfied with the work of the crew, but it must be borne to mind that Mr. Courtney's rowing ideals are very lofty. He has not had so good material as usual to work with, and the crew does not have the look of those that dethe crew does not have the look of those that defeated Yale and Harvard for two years in succession. But the Courtney stroke, finished and powerful, is in the boat, and on the day of the race that easy sweep that has brought so many victories to Cornell will not be wanting. It may not be pulled this year by oarsmen quite strong enough to win, but it would be strange if Cornell came in worse than an exceedingly close second. The oarsmen from Ithaca get a splendid grip on the water and row the stroke through with power at every point. Columbia is acknowledged to be rowing in excelent form and to have a powerful set of men. Yet the time made by the crew does not appear to be speedy, and few watermen pick out the Blue and White as winners. The eight men are so strong that in a killing race it is quite possible that their superior endurance might be the winning factor. No one ventures a prediction as to the Wisconsin eight, though the men themselves seem serenely confident of acquitting themselves with credit. At the Santoga race last year the Wisconsin crew came in ahend of Columbia, but the form displayed thus far by the oarsmen is not encouraging. They wan apparently happy-go-lucky, rough-and-ready stroke with the greatest vim and determination, and the oarsmen are all lithe, clean-limbed and powerful. But an irregular stroke will punish them terribly in the last mile of a four-mile race, and, moreover, if the water be at all rough uneven form will send the spray flying hadly.

In the races that are scheduled for this afternoon the Columbia freshmen declare that they have the fastest 'freshie' crew that has been turned out for years. They expect to win, and the Pennsylvania fqur-oared crew also lays claim to a popular vietory in the substitutes' four-oared race. feated Yale and Harvard for two years in succession. But the Courtney stroke, finished and power-

## STROKE OF THE DIFFERENT CREWS.

THE CORNELL STROKE. as the Courtney, stroke, has a distinctive feature of its own. It is generally conceded that Cornell shells drag less between strokes than those of any of the other colleges. Even the freshmen crews which Coach Courtney has trained this year kee so the boat moving smoothly on the recovery, and there is little loss of power. The 'varsity shell has been checking more than usual this year, but Cornell's coach does not consider that this fault will seriously handicap his eight when it enters big race on Tuesday, as he intends to work

it off before that date. From the beginning of the stroke, or the catch, the Cornell oarsmen keep their backs perfectly straight. The arms are not bent until the body has had its full swing. Then the hands are brought quickly in toward the body, the elbows being kept low and close to the sides. On the feathering of the oar the wrists are dropped in a sweeping, graceful curve, and the arms are again straightened to their full extent. At the catch the wrists are turned slightly downward, and the oar, instead of entering the water at right angles, as the Quaker stroke, dips at an angle of nearly

degrees, and is turned after it is in the water. The back movement and the leg drive play an important part in the Courtney stroke. In fact, Asittle or no work is done with the arms, which serve merely as connecting rods between the oar and the body. As the carsman straightens up at the catch, the slide is kept just behind the shoulders, and consequently is not started until the oarsman has passed the erect position. leg drive then begins, and the greatest power in the stroke is obtained when the oar is at right angles with the shell. With this stroke, the body

swing is necessarily short, and Coach Courtney does not advocate a body swing beyond a certain position, believing that a loss of power results after that point has been passed. At the finish of the stroke the legs are extended to their full extent, until they have ceased to be of use. Then and are employed in completing the stroke.

Smooth recovery results from bringing the sliding seat back slowly at the catch. This feature of the stroke is early drilled into Cornell's oarsmen, and the proper handling of the slide is as important feathering the oar. To keep the back and shoulders erect at all times is another difficult problem for Cornell candidates to solve and a point which the coach insists upon from the start.

THE COLUMBIA STROKE.

The Columbia new stroke, as taught by Dr. Walter B. Peet, requires the man to reach out to blade strikes the water the shoulders are brought back well toward the perpendicular. held toward the stern until the body is up near the perpendicular; then the legs are driven Last of all the hands are brought in to the bard. Last of all the hands are brought in to the body. The hands are now dropped and shot out sharply, and at the same time the body and slide are quickly started toward the stern, the speed of the slide being gradually diminished until the man is in position for the next stroke. The blade strikes the water with little bevel. It is carried through on the same plane, and is cut out of the water sharply at the end of the stroke, and the feather is kept as long as possible. It is the identical stroke that was rowed by the Columbia crew of '95, which defeated Pennsylvania and Cornell, except that it is a trifle longer. defeated Pennsyl is a trifle longer.

THE WISCONSIN STROKE.

The Wisconsin stroke is a mixture of the famous stroke taught by Andrew O'Dea, which won vicstroke. It is mounted thus by Coach McConville, and who was supposed to know the O'Dea stroke The modifications are evidently made by the addi-The modifications are evidently made by the addition of some of the English methods of rowing. The catch is not as hard as the O'Dea stroke, but the oar goes in with a light catch, so as not to jar the boat. The body pull is also rather gentle, but when the slide begins and the arms are to be used the hands are brought up with almost a jerk and the boat jumps. The reach of the crew is almost abnormally long, and if they have any advantage it is in that. The recovery is good although the boat seems to check slightly between strokes. The blade, as in the Columbia stroke, cuts out of the water sharply at the end of the stroke, and is feathered back as far as possible.

PENNSYLVANIA'S STROKE.

The stroke that the Pennsylvania crews are rowgree of perfection, is the characteristic Ward changed little, if any, from that used by the 'varsity last year. The stroke depends very the 'varsity last year. The stroke depends very largely on the leg drive, even more so than on the catch, the drive of the leg on the finish of the stroke being strong and giving such an impetus to the boat that there is surprisingly little checking. The reach is good, the blade being carried well back, but the grip of the water is slower than that of most of the other crews. It is in this respect that Pennsylvania's stroke differs essentially from that of Cornell, which catches the water and puts on all power as soon as the blade has been brought back to the full reach.

TO-DAY'S PROGRAMME OF RACES. PREPARATIONS AT POUGHKEEPSIE COM-PLETE-WISCONSIN'S PRACTICE.

Poughkeepsie, N. Y., June 25 (Special).-Everything is in readiness for the opening of the college

regatta on the Hudson to-morrow. The event will be opened with the four-oared race between the Cornell and Pennsylvania quartets at o'clock, and one hour later the freshman crews representing the universities of Cornell, Columbia and Pennsylvania will battle for honors on the two-mile course. Both races will start one mile structure, the two miles being the lower half of the four-mile course.

Coach McConville was rather jubilant this morning, and told his men that he would require them to take two practice spins to-day. The crew launched its shell at 10 o'clock this morning and rowed up the river as far as the bridge. Lyman was shaky, and Walsh, No. 2, was coached se verely because he spinshed. On one occasion he caught a crab and nearly upset the shell. crew has improved wonderfully, however, and the boat glides through the water with no apparent It was kept on an even keel, and as yet the Westerners seem to be an unknown quantity

This evening the crew took a seven-mile row, and for the first time the coach practised them at starts at the report of a pistol.

The betting is a triffe tame at present. It was rumored here to-night that Cornell men were betting on Pennsylvania for the 'varsity race, but this could not be confirmed. Captain Samberle of the Pennsylvania crew of two years ago is in town, and when asked what he thought of Pennsylvania's chances, replied: "They have the best chance of

The only bet recorded to-night is a pool of \$400, a pool, the winner to take the money. All of the crews except Wisconsin passed a quiet Sunday. A number of the Columbia boys came to town, and attended church this morning, and to-night the Ithacan "rooters" began to arrive.

Coach Peet said he was satisfied with the work his men have been doing, and, with a little practice his men have been doing, and, with a little practice on Monday, he said, his 'varsity crew would be ready for the battle. One well-known college enthusiast has picked Columbia as a winner, with Cornell second. He has not mentioned Pennsylvania for a piace. Judging from the talk among the rowing experts, the race will be a sure thing for the Quakers, with Cornell second, Wisconsin third and Columbia last. The same people think the Blue and White crew will capture the freshman race to-morrow.

Never since the Poughkeepsle course was estab-

the Blue and White crew will capture the freshman race to-morrow.

Never since the Poughkeepsle course was established have the arrangements for the convenience of the public been so complets as this year. Frederick Fortmeyer and Superintendent Lambert, of the West Shore road, have attempted to make the event a popular one. The public, which does not care to go on the observation train is to be kept in formed of the progress of the race by signals from the high bridge, 212 feet above the water.

The officials for the races for both days will be: Referce, Richard Armstrong, Yale; official time-keeper, F. R. Fortmeyer; college timekeepers, Dr. W. B. Peet, Columbia; F. D. Colson, Cornell; Louis C. Madeira, Jr. University of Pennsylvania; A. M. O'Dea, University of Wisconsin; judges on referee's launch, W. A. Meikleman, Columbia; F. G. Schofield, Cornell; R. L. Hart, University of Pennsylvania; W. P. Hirschberg, University of Pennsylvania; W. P. Hirschberg, University of Pennsylvania; W. P. Hirschberg, University of Wisconsin; judge at the finish, Everett Jansen Wendell, Harvard.

FEATURES AT THE RACES.

The Intercollegiate Rowing Association, under whose direction the college races at Poughkeepsie are to be given, has issued an ample and attractive souvenir programme, covering the contests on the Hudson. All sorts of Interesting information in regard to the crews is given, logether with a descrip-tion of the course and the rules that are to control the races to-day and to-morrow.

The stewards of the Rowing Association are Francis S. Bangs, of Columbia, chairman; Professors Benjamin I. Wheeler, of Cornell, and Thomas Reath, of the University of Pennsylvania. The president of the association is C. E. Lambert, who is general passenger agent of the West Shore who is general passenger agent of the West Shore Railroad, and the secretary and chairman of the Regatta Committee is Frederick R. Fortmeyer, of this city. The programme gives the makeup of all the crews that will row at Pourshkeepsle, 'varsity, four-oared, substitutes and freshmen, together with full statistics as to the previous work of the oarsmen. A complete list of the regattas in which the 'varsity crews have taken part is also given, this forming practically a history in brief of rowing at the four universities—Columbia, Cornell, University of Pennsylvania and University of Wisconsin.

University of Pennsylvania and University of Wisconsin.

A unique feature of the big 'varsity race which the souvenir programme also explains is the signals which will be given from the Poughkeepsle bridge to indicate the various positions of the crews in the course of the race. Heavy maroons will be fired that can be heard for a distance of several miles the number of guns fired indicating what crew is leading; that is to say, if Columbia leads, one gun will be heard; if the Quakers are ahead, three roars will go thundering across the waters; if Cornell is at the front two guns will resound, and if the Wisconsin men have shoved their boat ahead four guns will be fired.

SPECIAL TRAINS TO POUGHKEEPSIE.

It is expected that a large number of spectators will go from this city to-day and to-morrow for the intercollegiate races at Poughkeepsle. The handsome passenger steamers that go up the river will carry many sightseers, while there will be not a few excursion craft and a fleet of private yachts anchored between the Highlands by the time the 'varsity race begins to-morrow. The West Shore Railroad has also announced special facilities, and to-day and to-morrow will run the following trains, intended especially for the racegoers:

On June 26-Leave Franklin-st., at 11:15 a m. Jersey City at 11:20 a. m. and West Forty-secondst, at 12 o'clock, arriving at Highland at 1:55 p. m.; leave Franklin-st., at 11:35 a. m. and West Forty-second-st. at 12:15 p. m., arriving at Highland at

second-st. at 12:15 p. m., acricing.
2:45 p. m.
On June 27, only leave Franklin-st., at 12:45 p. m.
and West Forty-second-st., at 1 p. m., arriving at
Highland at 3:15 p. m. For parlor-car ticket-holders
only, leave Franklin-st., at 1 p. m. and West Fortysecond-st. at 1:16 p. m., arriving at Highland at
2:45 p. m.

second-st. at 1:10 p. m., arriving.
3:45 p. m.
The four-mile course for the crews will be thoroughly policed this year, and all craft on business bent will be compelled to hug the east shore very closely and to run at greatly reduced speed, so as not to annoy the racing shells with swels. One of the police boats will be the revenue cutter Hudson, the police boats will be the revenue cutter Hudson.

boat, gained considerable renown at the engagement at Cardenas Bay, where she helped to tow the crippled torpedo boat Winslow to a place of safety.

NEW-LONDON CREWS HAVE QUIET DAY. YALE OARSMEN VISIT THE NEW-ORLEANS-HAR-VARD'S NEW SHELL NOT LIKELY TO BE USED.

necessity of varying the monotony of the course of the training as much as possible, the entire 'varsity squad, with their coaches and almost all of the freshmen crew, were taken down to New-The party left the quarters about 11 a. m., as the rain had ceased for the time being, but soon there was another downpour, which continued until after 2 o'clock, when the men started back. United States cruiser New-Orleans was hailed in passing, and the carsmen were invited on board and were cordially received. About an hour was spent in inspecting the cruiser, and shortly after 4 o'clock the quarters were again reached. The

The weather conditions caused the Harvard cre to remain at quarters all day, but late this afternoon the freshmen took a trip in the launch to New-London and dined at the Pequot. The work of

New-London and dined at the Pequot. The work of rigging the new shell from Davis proves a longer task than at first anticipated, and it is not yet completed, though the boat riggers have been working ail day. Many seats need to be changed on account of the height of the men, as three or four of the crew are over six feet tall.

The crew rowed up and down in front of the float several times, watched by Messrs. Storrow and Mumford, and it is the impression that the shell is too lightly constructed. A great deal of work yet remains in rigging it, and it is extremely improbable that the shell will be used in the race even if she proves faster than the old boat. It is felt that it would be unwise to unseat the crew, as they are getting together and when they feel more confident in their old boat. Tilton, at No. 4, has been indisposed to-day.

## CYCLING.

OTTO DORNER'S VIEWS ON ROADS, TIRES

LIST OF CONTESTS FOR THE STATE MEET AT PATCHOGUE-THE WHEEL IN FOREIGN LANDS -NO NECESSITY FOR RACING ON SUN-DAY IN THIS COUNTRY.

"Next to water the greatest enemy of good roads row tires and water, acting together, have given our country roads a third dimension. They are not only so many miles long and so many rods wide, but over, or, rather, through, them is next to impos sible. A heavily loaded wagon always leaves its tracks on the highway, and the depth of these tracks depends upon the material of which the road is built, the weight of the load and the width of the tires. The rut formed by the passing wagon forms a trough for the rain, which, instead of run-ning off to the side, as it should do, remains to sink into the roadway and soften it. The next wagon, finding the ground softer, digs its wheels deeper into the surface, and so the work of demoralization and hand, instead of forming a rut, will roll and harden the road surface. By the use of wide tires, every loaded wagon can be turned into an effective road roller and made to improve the roadway instead of helping to destroy it. All that is necessary to make the best road in the world is to make it solid and to give it a hard, smooth surface. Nothing so much tends to accomplish this as the frequent use of road rollers. Wide tires are road rollers, and therefore road makers. Narrow tires are road de-stoyers. If wide tires could be adopted for general stoyers. If wide tires could be adopted for general use, every loaded wagon, which to-day helps to cut up and destroy country roads, would become an active factor in their improvement. The principle of wide tires is so generally acknowledged in Europe that laws have been passed in each country prescribing their use. Austria requires tires of at least four and one-third inches with, increasing as the load to be carried exceeds three and one-half tons. In France all freighting and market wagons are turned into road rollers by being required to have tires from three to ten inches wide. Germany requires four-inch tires for all wagons used for heavy loads, and Switzerland requires that they shall be provided with tires of six inches. These regulations have been adopted for the protection of the high-class European roads built during the present century."

The races to be held at Patchogue on Saturday in meet will be as follows:

One-third-mile novice; three prizes, \$25, \$15 and \$10. One-mile State championship; prizes, gold, silver and bronze medals; value, \$35, \$25 and \$10. One-quarter-mile State championship; prizes, gold, silver and bronze medals; value, \$35, \$25 and \$10. Two-mile handicap; three prizes, \$35, \$25 and \$10. One-mile handicap; three prizes, \$35, \$25 and \$10. Five-mile team race for points. Three men each on single wheels. First man to cross the line at each lap scores five points, second man three points and third man one point. A valuable prize will be given to the winning team. Between the contests there will be trick riding and

an exhibition by the champion walker, Donovan.

Cyclists' Touring Club dinner in London recently, not a few of the points made by the speakers being worthy of wide publicity among wheelmen. The statement by the chalrman, for example, when proposing the toast of the Houses of Parliament, that over a hundred members of those bodies were members of the club, was of itself a testimony to the influential position now held by that organization. Lord Onslow, too, whose statement that he was Lord of the Manor of Ripley and an ardent rider was received with cheers, had some pungent things to say on the subject of the treatment of wheelmen by the railway companies. By way of contrast he quoted figures from the returns of the Paris, Lyons and Mediterranean Railway, which showed that that company carried thirty thousand blcycles in special vans at the time of the last manoeuvres. At the Paris terminus of this line there is accommodation for four thousand blcycles, and attendants are specially assigned to the duty of housing the machines or putting them aboard the trains. The company has also made such arrangements that at any station between Paris and Fontaine-bleau a wheelmen may be sure that he will be able to store his machine at a cost of only one penny. Lord Onslow described how he had always to pay fourpence at least for the storage of his machine at an English railway station, and that he had frequently been confronted by the statement that there were already twenty or thirty machines in the cloakroom, and no more could be accommodated. influential position now held by that organization

There is a vast American element that considers the first day of the week not by any means a day for sport, and this element will cling tenaciously that organization in everything just so long as Sunday sport is recognized or tolerated by other wheeling bodies. The so-called liberal spirit is probably not altogether without reason for istence, but at the same time liberality need hardly go so far as to destroy the weekly day of rest and put it on an equal footing with all other days. We have yet to reach that period where so radical a recessity exists. In European countries, where men are compelled to work fourteen or sixteen hours on six days of the week, there may be some excuse for an open Sunday that permits such men to witness sport; but in America, and especially in the East, where easy working schedules prevail, with the Saturday half-holiday in addition, ample opportunity is afforded the working classes to induige in games and to witness exhibitions of speed and skill without turning Sunday into a fete day, or, as it is in France, a day of sport, riot and blood."—(Cycling Gazette. istence, but at the same time liberality need hardly

The third annual open moonlight century run of the Waverley Bicycle Club was held on Saturday night, in spite of the rain. The start was made at 9:3) o'clock, and the riders completed the run at 9 o'clock yesterday morning. More than one hundred persons took part, among them being Mrs. Hitchcock, of the Century Road Club, and Miss M. Ellmers. All the riders, except George Carter and W. S. Pitts, finished together. and Pitts left the other riders at Babylon, and completed the run two hours before the others The run was made in two divisions. Thomas Sweeney, the captain of the club, and Mrs. Hitchcock acted as pacemakers for the first division, and Harry Koch, of the club, and Henry Welman, of the Mutual Wheelmen, set the pace for the second division. The loving cup was won by the Mutual Wheelmen, who had twenty entries. Some of the clubs represented were Penn Glen Wheelman, Mutual Wheelmen, 23d Regiment Wheelmen, Century Road Club and Brooklyn Bicycle Club. The course was from the clubhouse along the Eastern Parkway to the Cycle Path, back to the clubhouse, to Freeport, to Crawford's on the Merrick Road, then to the clubhouse. k acted as pacemakers for the first division.

AN ITALIAN WINS CYCLING GRAND PRIX. Paris, June 5.- The International Cycling Grand Pris was won here to-day by Tommasselli, an Italian, Meyers, of Holland, being second, and Momo, a Pledmontese, third.

POLO ASSOCIATION OFFICERS.

New-Haven, Conn., June 25.-The annual meeting of the National Polo Association was held at Savin Rock this afternoon, when new officers were elected and plans formulated for the coming sea-The new officers chosen include: President, T. H. Murnane, Boston; vice-president, Thomas L. Reilly, Meriden; secretary and treasurer, J. C. Morse, Boston; directors, Larom, New-Haven; Jacques, Waterbury; Reilly, Meriden; Murray, Providence; Jennings, Hartford, and Parsons, New-Britain. Committee on Arbitration, T. H. Murnane, Dr. J. H. Keily, New-Haven, and E. H. Kirby, Pawtucket. The circuit will be the same as last season and the playing days also the same. The season will open on Monday, October 21, and close on Saturday, March 17, giving a playing season of twenty-one weeks. son of twenty-one weeks.

## THE RACETRACK.

TALK ABOUT THE TURF AND TURF AFFAIRS.

Long-looked-for and much-needed rain fell in copious quantities at Sheepshead Bay yesterday. In the morning the trainers gave their horses their usual amount of exercise and prepared for a day's pleasure at the beaches. The rain caused them to remain at their quarters, where they moped and pondered over the uncertainty of racing. It is danthe best two-year-old of the year. The average rainer, when asked, will invariably begin a long dissertation about starting and say rude things bout men at the head of racing affairs. Some of them complain bitterly because jockeys are fined for slight mistakes at the post. These men find fault because the Jockey Club does not add to its revenues by fining the starter when he blunders and leaves horses at the post. If this were done, the trainers say, the starter would receive no sal for the privilege of starting the horses.

have not the courage to say them where some enefit may be derived from their opinions. On the contrary, the average trainers do not desire to be quoted, as they insist that it would injure them in their calling if they offended any of the racing officials by criticising anything pertaining to the management of the turf. A large number of owners say things to their friends about the evils and abuses which exist and are growing more numerous on the turf, but they are absolutely afraid to express an opinion when any of the turf magnates are within earshot. It is an easy matter for a turfmen and men who possess shares in racetracks. These horse owners appear to possess a full share of physical courage, but when racing is discussed are arrant moral cowards, who fear to say what they freely express to their friends to the men who are directly responsible for the existing state of affairs on the turf. The handicapping is horrible to contemplate, and is on a par with the

One of the chief causes of the uncertain form that has marked the racing this year is the cheap purses and stakes which have been offered for competition. The weakest book in the ring can easily stand off the value of a purse in a single wager. It is necessary to have an understanding regarding two or three horses in a race where there are six or more starters to make a reasona-

the race. If \$1,000 purses were given the cost would be too great in many instances, and would prove more or less of a barrier to the fixers of jockeys. That such men are at the races every day is well known in the betting ring, and should certainly be known to the racing officials.

W. H. Clark's heroic treatment of Maher has had a good effect, no matter what the outcome of the stewards' investigation may be. Mr. Clark is determined to fulfil everything he has agreed to, and has gained the confidence of the entire racing public by his fearless action. On every hand is heard a desire that Mr. Clark be made a member of the Jockey Club and elected to the place of a steward.

heard a desire that Mr. Clark be made a member of the Jockey Club and elected to the place of a steward.

William K. Vanderbilt, who has had an unsuccessful experience on the turf in France, was at the track on Saturday. It is reported that he intends to race in this country, and that he will propose that the racing under the auspices of the Coney Island Jockey Club be conducted on a basis of 6 per cent for the shareholders, all over that percentage to be added to the stakes and purses. The foregoing is evidently a dream; nevertheless, it is told with such earnestness that there may be a slight foundation for the report.

To be sure, the grounds of the Coney Island Jockey Club present an impressive appearance to the visitor. The iron fence, with its gilded spikes; the massive stone-pillared gates, gravelled walks and closely trimmed lawns betoken prosperity. But the stabiling is not on a par with the fence, although the rentals amount to nearly \$20,000 a year—derived from the pockets of horse owners who race for their own money in the stakes, and are expected to be devoutly thankful for the privilege of racing for the moderate purses.

A large number of breeders and others have humbly petitioned the racing authorities to give more races for fillies, and to do away with the guaranteed stake system. The latter was all right at Guttenburg, where definite amounts of added money were given and the stakes guaranteed to be worth a definite sum in cash to the winner, whose owner did not have to bother about collecting forfeits. When racing became a trust in this State the guarantee system was seized upon with avditty, but the cash clause was eliminated, so that it nearly all the stakes run this year the racing clubs have not contributed one penny. On the other hand, there has been an overplus, so that if the clubs had added \$5,000 to the big stakes several of them would have been worth \$3,060 or more to the winner. Verily, racing is a great sport for the horse owner and a "great game" for the track owners, the first su track owners to a large extent. The latter evidently believe that the racing laws were passed for their express benefit, and that breeders, owners, trainers, jockeys and the racegoing public, together with the admirers of the horse, are of secondary consideration, and should accept what they receive with good grace. They should not murmur because favorities are left at the post and resident

with the admirers of the horse, are of secondary consideration, and should accept what they receive with good grace. They should not murmur because favorites are left at the post and racing is managed by incompetent officials, who have no interest in the sport beyond the salarles they receive. All that is required of them is to pay at the gate and aid in supporting the bookmakers and in keeping the "game" running.

Never in the history of the turf has there been such an opportunity to place the turf on a firm basis as there has been this year. The public wants racing: that is plainly manifest from the enormous attendance and the extensive receipts of the racing clubs. The Jockey Club has been vested with extraordinary power. The club appoints its own police, hence there should be little difficulty in ascertaining who the persons are who tamper with Jockeys and what Jockeys are susceptible to being tampered with. Moreover, trainers who have unfair or suspicious dealings with the ring should be easy prey for the Sherlock Holmes of the Jockey Club. Now is the time to use the knife and to cut to the bone, if necessary, to remove the gangrene that threatens the life of racing as a sport. Amputate if occasion requires! The public is ready for it; in fact, it is anxiously awaiting action by the turf authorities. The expulsion, withdrawal or banishment of a half-dozen owners and an equal number of trainers, a dozen jockeys and a score or more of bookmakers, a majority of them are more anxious for pure racing than certain racetrack officials and snareholders. These men would rejoice and be exceedingly shall if drastic measures were taken to relieve them from the danger of being fleeced by certain unserupulous men, who bring the entire calling into disrepute. With every power to do good on the turf, the Jockey Club should not hesitate to let the axe fall on the necks of the incompetents in the entire calling into disrepute.

SHEEPSHEAD ENTRIES FOR TO-DAY. The entries and weights for to-day's races at

Sheepshead Bay are as follows: FIRST RACE-For all ages; special weights; penalties

Wt. Name.
129 Admiration
129 Sanford
129 Filon d Or.
117 Lenda
115 Asthore
115 Onondaga's Pride
114 Incensamara
113 Primate
112 Montanic
111 SECOND RACE-Handleap; for three-year-olds and upward. One mile.

111 Charentus 110 Jeannot 106 Clonsilla 105 Sweet Caporal 104 Hapsburg THIRD EACE-THE SPRING; with \$1,000 added, for two-year-olds; \$50 each for starters, \$15 forfelt; to second horse \$250 and to third \$150 of the added money; penalties and allowances. Futurity Course.

Stable's ch. c. Plucky, by Great Tom-Endurey & Co.'s br. c. Matchini, by Hanover-Flying 112 Vitel Fleischmann's Sons' br. c. Mischievous, by Sir Jacon-Merry Malden E. McDonaid's b. c. Carrollton, by Candlemas 112 

FOURTH RACE-THE SPINDRIFT, with \$1,000 added; a handicap for three-year-olds; \$50 each, \$20 forfelt. or \$10 if declared by May 15; to second horse \$250 and

Perry Belmont's b. c. Ethelbert, by Eethen-Maori. 126
Eastin & Larable's b. c. Kinley Mack, by IslingtonSongatices. 118
Perry Belmont's br. c. Lackland, by Spendthrift-J. Long's ch. c. Manitus, by Pardee-Adver-FIFTH RACE-For maiden two-year-old filles; selling,

FIFTH RACE—For maiden two-feer-old filler; at Last five furious of Futurity Course.

Prejudice 109 Beile of Lexington.

Fatalist 109 Her Ladyship.

Marie Orendorf 109 Descubridora

Shrove Tuesday 100 Oltoda

Ministink 108 Tildy Ann

Tristan Belle 100 Oread

Lady Algy 100 Little Squaw

Lassie James 97 Heautiful

Fillager 96 SIXTH RACE-For three-year-olds and upward; selling; weights 15 pounds above the scale.

quarter miles, on turf.

The English reporter is gradually learning the are of setting down the incidents of a golf tourna,

GOLF.

ALL READY FOR THE BIG CHAMPION-SHIP AT THE WEST.

ONWENTSIA LINKS IN PRIME CONDITION FOR THE FRAY-DESCRIPTION OF THE COURSE

-PREPARATIONS FOR ENTER-TAINING VISITORS.

Within a week the curlosity of golfers as to the championship course at Onwentsia will be satisfied. of amateur golf will not begin until a week from to-day, at Lake Forest, Ill., but as most of the competitors will journey west for a preliminary canter over the links before the actual race begins the verdict as to its merits will soon be known. The jury of critics which selected Onwentsia for this all-important contest believes that it offers for the championship the most playable and practical links West, and one that compares favorably with any in the country, with a host of good points and only a few drawbacks. Time will doubtless show this to be a conservative opinion.

In detail the course has a playing length of 5.984 ards, or some twenty-four yards more than the Morris County course, where last year's champion with many of the classic links abroad-St. Ar-drews having 6,323; Haylake, 6,990, and Sandwich, 6.143 yards. Those who have visited it this season all speak in eulogistic terms of its sporty character, and as reports received here are to the effect that the drouth has not been serious the turf should be wish. As most of the Eastern players who are to take part have never seen it, a short description may enable them to make comparisons with home urses, and to figure out just what style of play it demands.

DESCRIPTION OF THE COURSE

The soil is of clay, but a good, springy turf covers the stubble which until last season was the most disagreeable feature of its surface. The first hole is known as the "Devil's Ditch," which is a significant way of indicating its difficulty. A high bunker, 133 yards from the tee, must be carried on the drive. any deviation from the straight line will be severely punished, as high grass lies to the right and a shallow bunker and big tree to the left. The hole measures 388 yards, and bogie is 5. The second hole, or "The Oaks," is 188 yards

requires a lucky shot to reach the green, which is guarded by three high bunkers. Four is the bogie. Now comes the third hole, of 485 yards, and the second longest on the course. A ditch and clump of trees must be carried from the tee, and care is necessary also to escape the rough ground on either side. The green is well guarded by a bunker, and it requires a skilful player to equal the bogie figure of 6. The fourth hole is known as 'Sleepy Hollow" and measures 315 yards. A foozled drive will severely punished by bunkers, and another bunker guards the approach. Bogie is 4. For the fifth hole 255 yards is the distance given. The fair green is bordered on one side by long grass

and on the other by a fringe of trees, while two bunkers must be crossed before the green is reached. Five is the bogie. The sixth hole is 200 yards, and Colonel Bogie's figure is 5. Crescentshaped bunkers must be cleared on the drive, and

shaped bunkers must be cleared on the drive, and a cop on the approach.

A narrow course, with high grass on either side and two roads crossing the line of play, are the sporty features of the seventh hole, which is usually figured at 5, but this is par golf, and most of those who play it consider themselves fortunate to record a 6. The eighth hole is laid out on an angle, and is appropriately named "Boomerang." By driving over a fringe of trees it is possible to cut off the angle and reach the green, but this is seldom done, and 4 is a stiff bogle.

The distance given for the ninth is 380 yards, and the bogle is 5. The approach has been made particularly difficult, as the green is guarded in front by a broad sand bunker, while diches run along either side. This means that the bail must be pitched, and not run up, and the man who handles his mashle accurately is therefore at a decided advantage. The player has now covered half his journey, or 2.984 yards, and if he has kept within Colonel Bogle's infallible figures he may post a card of 43.

THE HOMEWARD JOURNEY. THE HOMEWARD JOURNEY.

Turning for home, the first hole met is the "Sum-

nit," with a playing length of 445 yards and a bogie of 5. The tee is elevated, and the drive should clear an old sunken pond, now dry. For the next hole, the eleventh, another angular arrangement is met with, a corner of an old polo field

ment is met with, a corner of an old polo field being turned in order to reach the green, which is well guarded by swamps.

Now comes the longest hole on the course, "Westward, Ho!" measuring 510 yards, with a bogie of 6. The thirteenth hole covers 345 yards, and runs through a narrow strip of meadow land between high, rough grass and freshly turned earth. Bogie is 6. "Dismai Swamp" is the suggestive name of the fourteenth, but careful play will negotiate it in four, and there are no hazards which will unfairly penalize a good stroke. The distance is 323 yards, A shallow bunker emcircles the fifteenth green, which is on a little plateau several feet above the level of the course. This hole measures 327 yards, and the bogie is 5. Then follows the sixteenth, which is known as "Baby," on account of its length. In fact, it is scarcely more than "a pitch and a put," measuring only 140 yards from tee to green. Three is bogie. The seventeenth, or "Bunker Hill," may easily be negotiated in five, which is the bogie figure. The distance is 300 yards. Now comes the home hole, and after the player has gone its 210 yards his journey is done, and he may make his way to the nearby clubhouse for a well-earned rest. The distance of these second nine holes is 3,000 yards, and if he has still kept within bogie figures his score will be a creditable 42.

ENTERTAINMENT OF VISITORS.

ENTERTAINMENT OF VISITORS.

Western hospitality is proverbial, and Eastern visitors are assured of a royal welcome. The clubhouse contains sleeping accommodations for sixty, Lake Forest University, and stages will be run at frequent intervals between this building and the grounds. The dining room is capacious enough to hold two hundred guests at one sitting, but it is expected that luncheon tents will be erected for the crowds which will come from Chicago and nearby towns. The Tournament Committee appointed for the week will be composed of William G. Beale, Arthur J. Caton, Albert M. Day, John Hannah, Robert T. Lincoln, H. R. McCullough, Byron L. Smith, W. Vernon Booth, H. C. Chatfield-Taylor, Charles Deering, Frederick A. Keep, Cyrus H. McCormick, Edward L. Ryerson and Sydney Williams.

FLUSHING GOLF CLUB'S CONTEST. W. H. Bankler George R. Leslie and Lewis B.

Franklin, comprising the Handicapping Committee of the Flushing Golf Club, have just announced a series of games that promises to stir up competition to an unwonted degree. An annual trophy, a massive sterling silver loving cup, will be awarded

massive sterling sliver loving cup, will be awarded to the member securing the highest number of points for the senson. Nine competitions have been arranged, and in each one the winner will receive three points. the second player two points and the third one point. In case there should be a dozen entered in any one day's play for the trophy, the winner of that day's event will receive a special trophy for the day's play.

Another series of games has been arranged for the club championship. The first and second prizes have been presented by C. A. Griscom, ir., and George R. Leslie while R. H. E. Elliott has presented a trophy for the lowest score. The qualifying round of eighteen holes will be played off on Saturday. July 1. The first eight lowest scores will qualify as competitors for the Class A prize, the second eight best cards will admit their possessors into the Class B squad. On Independence Day the preliminary round and semi-final rounds will be decided, and on Saturday, July 8, the final rounds for the trophies will be played off in both classes.

NINE-HOLE LINKS FOR FLATBUSH. The Knickerbocker Field Club of Flatbush has decided to have a golf links laid out on property near its clubhouse. Avenue A and Eighteenth-st., Brooklyn. The course will be a nine-hole links and will be a total of 2,156 yards. The accessibility of the links will add largely to its popularity.

NOTES OF THE LINKS. In spite of the exodus of players for the cham-

pionship, the week's doings on local links will be full of interest. On Thursday the Knollwood Country Club will begin a three-day invitation tourna-

"Tom" Dunn, the English golfer, who was to arrive here this month to take charge of the new Manhattan Beach links, has deferred his visit until later in the season, and Sherman Dunn, formerly the professional at the Hollywood Golf Club, of the processional at the Hollywood Goir Club, of Long Branch, will assume charge at Manhattan Beach until his arrivel. There is still considerable work to be done on the course there, but a few of the holes will probably be opened for practice to-day. A wire netting is to be used near the hotels to protect the promenaders from overplayed ap-preach shots.

ment correctly, but several amusing mistakes were made in the recent championship tournament there, which show that some are still bewildered by the lingo of the game. One London paper gravely nounced that "Peter Rainford covered the out-ward journey of nine holes in thirty-five minutes." Had there been a reward for sprinting, Peter might have been complimented, but the game was golf. Another announced that Harry Vardon made only two mistakes on the round, and these occurred at the fifteenth, seventeenth and eighteenth holes." A good report of the amateur championship was marred in a leading weekly by the compositor, described the great finish by saying that Mr. Ball, on the nineteenth hole, "laid his approach shot within two hundred yards of the hole, and, getting down in 3, won the championship." This reminds one of the story of the man who, eying a 250-yard hole from the tee, remarked to his caddle: "I spose a drive and a put will do here." The casaid nothing, the drive went about fifty, yards, the caddle, coming up to the ball, handed him Park's patent, with the remark: "Noo for that ho' a put."

The schedule of matches arranged by the new North Jersey Shore Golf League, composed of the Deal Beach, Hodywood, Norwood and Laurence Harbor Golf clubs, is as follows:

July 1-Hollywood, at Laurence Harbor; Deal Beach, at July 1—Hollywood, at Laurence Harbor; Deal Beach, at Norwood Park.

July 8—Norwood, at Laurence Harbor; Deal Beach, at Hollywood.

July 15—Deal Beach, at Laurence Harbor; Norwood Park, at Hollywood, at Deal Beach, July 22—Hollywood, at Deal Beach, July 29—Norwood Park, at Deal Beach, August 5—Laurence Harbor, at Norwood Park, August 12—Laurence Harbor, at Hollywood.

BOXING.

PROGRAMME OF THE CONEY ISLAND SPORTING CLUB FOR TO-NIGHT.

the Coney Island Sporting Club for its boxing tournament to-night. The principal bout will be between Charlie McKeever and "Mysterious Billy" It is said that Smith has threatened not to appear, although he signed a contract to fight McKeever. If Smith does not appear "Matty"

Matthews or Owen Ziegler will meet McKeever Matthews or Owen Ziegler will meet McKeever.

There will also be two preliminary bouts of ten
rounds each and a bout of four rounds between
Robert Fitzsimmons, ex-champion heavyweight
boxer of the world, and "Yank" Kenny, who defeated
Dunkhorst. In the preliminaries "Eddie" Lenny,
of Philadelphia, will meet Frank Patterson, of
Brooklyn, and "Tommy" Moran will meet Frank
Bradley.

TARRYTOWN HAS A HOUSEBOAT CLUB. A house-boat club has just been formed in Tarrytown-on-the-Hudson, and the following officers have been chosen: Frederick Russell, president; Leon Temple, vice-president, and Charles Peterson, secretary and treasurer.

The houseboat which will be used by the members is almost completed, and will be formally opened in a few days.

THE KAISER WINS A YACHT RACE. Kiel, June 25 .- In the Kiel Regatta to-day Emperor William sailed his steel yawi yacht Meteor, winning the first race.

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